

Mails

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

**THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.**
*(Calling at AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, H.C.)*

SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—8,000 Tons—10,000 Horse power—Speed 19 knots.

FROM PORT SAILED FROM HONGKONG.

**EMPEROR OF INDIA...Comdr. P. M. LEE, R.N.R. WEDNESDAY, 1st Sept. '97.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 20th Sept. '97.
EMPEROR OF CHINA...Comdr. H. PRATER, R.N.R. WEDNESDAY, 27th Oct. '97.**

The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making direct sailing at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 8 and 12 months.

SPECIAL Rates (first-class only) granted to Missionaries, Members of the Naval,

CIRCUAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OCEAN TRANS-CONTINENTAL TRAINS (the Company having received the highest awards for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, etc., apply to

Hongkong, August 27, 1907. RAFFLES STREET. 109


C. P. R. SUMMER TRIPS.

SPECIAL ROUND TRIP RATES TO JAPAN, VANCOUVER, AND BANFF.

Commencing 1st May, and continuing through the Summer, Return Tickets can be purchased to Beauf, including Berth in Sleeping Car and Meals on the Railway, journey from Vancouver, at the equivalent of \$60. The Ports of Call are SAIKISHAN, WAOBASKI, KOBE, YOKOHAMA, VICTORIA, B. C., and VANCOUVER. Without special permission is granted to STOP-OVER at any Port and continue by a subsequent Steamer. Every facility is offered for breaking the journey at any intermediate place in British Columbia to make excursions into the Rocky Mountains.

BANFF.—This popular resort, charmingly situated amongst the Peaks and Glaciers of the Rocky Mts. in the Canadian National Park, is justly celebrated for its natural Hot Sulphur and Mineral Springs, magnificent scenery, and clear, invigorating air. The large and well-appointed Hotel stands 4,500 feet above sea level, providing its guests with all modern comforts and luxuries, also a steam-launch, rowing-boats and canoes for making excursions on the river and numerous lakes in the vicinity, with excellent fishing and shooting is obtainable.

<h2 style="margin: 0;">Mails.</h2> <p style="margin: 0;">[Office Hours (Sundays and holidays excepted) 10 to 4, Saturdays 10 to 1, but the office</p>	<h2 style="margin: 0;">Money Orders.</h2>
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STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for KATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain F.
N. TILLARD, arriving Her Majesty's

Steamer, *Yongala*, will leave for
BOMBAY, &c., on THURSDAY, the 9th
September, at Noon, taking Passengers
and Cargo for the above Ports.

This Steamer connects at Bombay with
the Steamship *ORIENTAL*, leaving that
Port on the 2nd October, for LONDON
direct.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office.
Hongkong August 27, 1897. 1721

Intimations.

NOW READY.

Vol. XXII.—No. 4.

[illegible]

HONGKONG MARKET PRICES.
Corrected to Saturday, August 28, 1897.
At 1000 Cash per Dollar Mexican.

Butcher Meat.		Chinese Names.	
	lb.		
Bacon, English,	360	來路烟猪肉	
" Ame. Sugar cured,	360	花旗烟猪肉	
" Fowchow,	360	福州烟猪肉	
" Japan, cured,	360	日本烟猪肉	
Beef, sixloin & prime cut, catty	140	尾龍扒	
" Corned,	140	鹹牛肉	
" Roast,	130	燒牛肉	
" Soup,	100	牛肉細	
" Steak,	120	牛腩	
Bullock's Brains, per set	60	牛腦	
" Tongue fresh, each	250	牛舌	
" " corned,	310	鹹牛舌	
" Head,	600	牛頭	
" Heart,	150	牛心	
" Hump, Salt catty	140	牛肩	
" Feet,	60	牛腳	
" Kidneys,	50	牛腰	
" Tail,	100	牛尾	
" Liver,	70	牛肝	
" Tripe (undressed) catty	60	牛肚	
Calves Head and Feet, set	500	花旗大鹿	
Hams, American, lb.	320	金發火腿	
" Chinese,	280	來路火腿	
" English, New,	440	日本火腿	
" Japan, cured,	350	上海火腿	
" Shanghai,	250	羊腩	
Mutton Chop,	180	羊排	
" Leg,	160	羊手	
" Shoulder,	120	羊蹄	
Pigs' Chitlings, catty	70	豬蹄	
" Feet,	110	豬蹄	
" Fry,	160	豬蹄	
" Head,	600	豬蹄	
" Heart,	60	豬蹄	
" Kidneys,	70	豬蹄	
" Liver,	160	豬蹄	
Pork, Chop, catty	180	豬蹄	
" Corned,	190	豬蹄	
" Leg,	190	豬蹄	
" Fat or Lard,	160	豬蹄	
Sheeps' Head and Feet, set	350	豬蹄	
" Heart,	each 50	豬蹄	
" Kidneys,	70	豬蹄	
" Liver,	160	豬蹄	
Sucking Pigs, each	\$1.75 \$1.25	豬蹄	
Suet, Beef, lb.	110	豬蹄	
" Mutton,	100	豬蹄	
Veal, catty	130	豬蹄	

Fruits.		Vegetables, &c.	
	catty		
Apples, (California),	170	Artichoke, Shanghai,	catty
" (Tientsin),	100	Beans, (French),	"
" (Japan),	30	" Long,	"
Bananas, fragrant,	30	Best Beet,	each 20
" (brides),	40	Brinjals, Green,	catty 30
Chestnuts, Chinese,	150	" Red,	" 30
Carambolas,	80	Brassica,	" 30
Cocoanuts,	each 50	Bamboo Shoots,	" 70
Ground Nuts,	catty 90	Cabbage, Chinese com.	" 30
Grapes,	"	Cabbage,	each 100
Lemons, China,	100	Camellia,	"
" Peel,	"	Garrots,	catty 120
Lichees, Dried,	300	Colary, Chinese,	" 140
" Fresh,	"	" English,	" 130
Limes,	"	" Red,	" 80
Mango, (Sagion),	each	Curry Stuff, English,	50
" (Manila),	"	Okumbers,	40
Mangosteen,	dozen	Bitter Squash,	80
Oranges, Sweet,	catty 50	Garlic,	40
" Green,	" 50	Ginger, young,	60
" Red,	"	Horse Radish, S'hei,	120
Olives,	"	Indian Corn,	piece
Pine-apples,	each 60	Lettuce, (English),	each 10
Pears,	catty 50	Mushrooms, Fresh,	"
" (Tientsin),	"	Onions, Bombay,	" 50
Pumpkin, Red,	each 80	" Green,	" 50
" (Siam),	catty 150	" Shanghai,	" 50
Peach, (Sweet),	"	" Japan,	" 40
Raisins, Muscatel,	"	Okra,	60
" Pudding,	"	Parley, English,	bundle 10
Water Chestnuts, com.	40	Potatoes, Sweet,	catty 20
" Mandarin,	60	" Shanghai,	" 80
Walnuts,	120	" Japan,	" 80
		" American,	"
		" Fowchow,	"
		" Macao,	"
		Pumpkin,	" 20
		Paralins,	" 5
		Papaw,	25
		Radish,	dozen 30
		Rice, best quality, per picul,	\$4.80
		" Common,	\$4.10
		Shallots,	catty 80
		Spinage, (Chinese),	"
		Spinage,	40
		Snake Bean,	40
		Tomatoes,	50
		Taro,	30
		Tumpia, Fong, (Long),	30
		Vegetable Marrow,	" (Long)
		Water Chestnut,	"

THE STRAITS SHIPPING LAWS.
IMPORTANT MEETING AT SINGAPORE.
A general meeting of the members of the Engineers' Association of Singapore, and others interested in the question of the Local Shipping Law, was held in the Marine Club on the 19th August, to consider the advisability of approaching the Legislative Council with a view to obtaining a revision of the Shipping Law of the Colony.

There was a very large attendance, about sixty Masters, Mates and Engineers being present. Mr. A. Macdonald took the chair, and introduced the subject of the meeting by reading the following letter, which it was proposed to send to the hon'ble J. P. Joaquim:

Engineers' Association,
Singapore, 20th August, 1897.
The Hon'ble J. P. Joaquim, Esq., M.P., Member of the Legislative Council.

Sir,—On behalf of the Members of the Engineers' Association of Singapore, and of other officers employed in local ships sailing from this Port, we venture to address you and ask your assistance in obtaining the appointment of a Commission to enquire into and report upon the state of the law relating to local ships.

The Marine Court of Enquiry into the loss of the s.s. *Sri Hong An* proved, we think, that both the rules for the issue of Passenger Certificates to local ships, and the application of them, were defective. There can be little doubt that ships frequently leave this for neighbouring ports in an unseaworthy condition, thereby endangering the lives of those who are employed in or travel by them, especially the four special points would appear to need enquiry into:—(1.) The Rules for granting Passenger Certificates to ships, the method of measuring ships for such Certificates, and the means employed by Government to see that vessels do not leave the port carrying more passengers than they are entitled to, or carrying them improperly.

(2.) The Chin-chow System, by which an irresponsible Chinaman is in charge of the loading of vessels, the stowage of cargo and the number of passengers carried, often acting in defiance of the Captain.

(3.) The inefficiency of native crews owing to the absence of any system of registration of native seamen.

(4.) The local Shipping Ordinance generally with particular reference to Home, Local and Foreign Trade, the complement of Officers for vessels of various tonnages, an important point here should be noted, always be a properly qualified Officer of higher rank than gunner in charge of the bridge.

You, Sir, must be well aware of the state of public opinion with regard to the conditions under which the local shipping is carried on, and the need there is for reform. The feeling there is among navigating and marine officers of ships is still stronger, because they daily run the risks which the public only occasionally incur. They venture to think that a strong commission, with power to enquire into the causes of the errors and mistakes, would be a most valuable basis upon which reforms in the law and practice could be instituted. They therefore ask you to be good enough to take such steps in the Legislative Council as you may deem desirable for securing the appointment of such a commission.

An article in a local paper on the chin-chow system was also read, and the meeting then proceeded to discuss, with much animation and considerable attention to detail, various points referred to in the letter to Mr. Joaquim.

When regard to the first point, the rules for granting passenger certificates to ships, the method of measuring ships, and the means employed by Government to see that vessels do not leave Port improperly, were seemed to be a general feeling in favour of making the rules with regard to measurement for passengers more strict and in accordance with the home Board of Trade rules. This matter was referred to a committee. On the question of a proper staff of qualified Boarding Officers, the following resolution was come to:—

"That this meeting is of opinion that the Government must be prepared to appoint properly qualified and adequately paid boarding officers to see that the rules regarding passenger ships are strictly carried out."

Strong remarks were made as to the need of strengthening—almost reorganising—this branch of the Harbour Department, by appointing European officers, holding certificates, and paid sufficiently well to ensure a good class of officer.

The Chin-chow system naturally called forth much discussion, diverse views being expressed as to whether, in practice, the Chinese was or was not above the master of a ship. One starting point was made that the chin-chow system forbids his captain going ashore. All seemed to agree that something ought to be done, a large majority (40 to 3) carrying the following resolution:—

"That this meeting is of opinion that the chin-chow system, as at present carried out, is a hindrance to the progress of the shipping industry, and that it should be abolished."

On the point of the inefficiency of native crews, and the necessity for some system by which abuses connected with them should be abolished, there was unanimity, and the following resolution was made:—

"That this meeting is of opinion that all members of the native crews ought to be registered and certificated."

The resolution was worded thus in order to include deck and engine-room hands, who make and break agreements, and put in substitutes as to security as to security to impair efficiency. The committee to confer as to the details of the certificate.

The fourth point, the revision of the local Shipping Ordinances, had necessarily to be relegated to the Committee. It was strongly urged, however, that ships ought by law to be compelled to carry such a complement of officers, that neither the bridge nor the engine-room should ever be left in charge of an unqualified officer—drivers and gunners were specified. The following resolution was unanimously carried:—

"That this meeting is of opinion that there should always be a properly qualified officer, of higher rank than gunner, in charge of the bridge."

The Engineers' Association was asked to consider the point of what should be the lowest officer to be in charge of the Engine-room.

The necessity of all practical men coming forward and helping in the revision was strongly urged and assented to, and a committee of seven Captains and Officers, and seven members of the Engineers' Association, with power to add to their number, was appointed to go into details and bring evidence before the Government in connection with shipping matters.

30 New Franks Just Arrived! Best Wares. Also China and Transpacific Franks, guaranteed for the climate. W. Robinson & Co.

A Kink's Humor.—We have a long account to settle with Turkey, said Prince Constantine, grimly. Yes, said King George, with a slight smile, and the running account at that.

SUICIDE IN THE RUSSIAN ARMY.
The *Revue du Cercle Militaire* reports that cases of suicide have become so frequent among the Russian troops in Turkey that General Vreysky, in command, has issued an order on the subject. He says that the tendency to self-destruction is evident both in officers and men, and that it is traced by inquests to moral depression or temporary mental alienation. His conclusion is that the intimate and private life of the troops in his district is not as it should be, that young men, with characters yet but half-formed, do not find in it any substitute for the family life they have left behind, and that they feel themselves isolated, and without the moral support of their immediate chiefs or their older comrades. He, therefore, in view of the particular situation of the troops in that distant region, calls upon the officers to draw closer the bonds between themselves and those under them, so that something like family life may be created in the regiments. Russian soldiers, he says, are accustomed to look upon their chiefs as fathers, a valuable sentiment which should be encouraged. There is, he concludes, a decay of military manners in Turkey which officers must hasten to repair, remembering that the Chief confides to them in the end, young soldiers placed under their orders the best the nation produces.

JAPAN'S MISSION IN THE FAR EAST.
The relationship, says the *Kokumin*, subsisting between our country and our neighbours, China and Korea, is of a peculiar nature. Historically it dates back more than a thousand years. Besides, we are almost of the same race as the Chinese and Koreans. We write almost the same characters as they do. We entertain nearly the same religious faith with them. After the conquest by Jingo Kogu, Korea was for two hundred years one of our tributary states. In literature and the arts Korea was in advance of us, so that we borrowed of the Koreans many ideas relating to these subjects. As for the Chinese, they were our teachers for more than a hundred years (since the 1890th year of our era) in everything relating to law, literature, industry, and the arts. Although the institutions we introduced from these countries underwent, in the course of time, a complete process of Japanization, yet it will never do for us to say the *Kokumin*, to forget this historical fact, that it is to them that we are indebted for the introduction of the continental civilization to our country. The order has now been reversed. We who once were their disciples are now their teachers. In the sphere of modern sciences they are helpless children, and how can we, who are related to them in such a peculiarly close manner, stand by and look on? The Americans were, in no way related to us, and yet did they not take the trouble to bring us out of darkness into the light? Those foreigners who misunderstand our motives when we look after the interests of our neighbours, fall into a peculiarly close manner, and are ignorant of this historical relationship subsisting between our country and our neighbours. This peculiar relationship puts us under a greater obligation than our European friends to secure for China and Korea their complete independence, and at the same time, it entitles us to more weight than our European friends in the disposal of matters relating to China and Korea. After thus making its position clear regarding Japan's responsibility in the Far East, the *Kokumin* concludes by saying that if we wish to fulfil the duty we owe to our neighbours, we must in the first place place a sufficient number of men to secure for our neighbours complete independence, and in the second place we must develop Japanese civilization to such a degree as will lead our neighbours to the full enjoyment of civilized life.

W. ROBINSON & Co., Piano and Musical Instrument Specialists and Experts. Workshops and Factory, Duddell St.; Show Rooms, Queen's Road Central.

MAID (just back from the 'Land o' Cakes'). The Scotch have an odd way of confusing the tense. For example, they would say, "Will you be Captain Dashington?" instead of, "Are you Captain Dashington?" The Captain, feeling his opportunity, "Well, Miss Maid, am not a Scotman, but supposing I were to say, 'Will you be Mrs Dashington?'—would you?"

CHINA COAST METEOROLOGICAL REGISTER.
August 30th.—at 4 P.M.

Station.	Temperature.	Humidity.	Wind.	Bar.	Sea.
W'atsook, 20.80	70	82	SE	30.0	c
Tokio, 20.85	70	82	SE	30.0	c
Kochi, 20.85	70	82	SE	30.0	c
Nagasaki, 20.85	70	82	SE	30.0	c
Yokohama, 20.85	70	82	SE	30.0	c
Shanghai, 20.85	70	82	SE	30.0	c
Amoy, 20.85	70	82	SE	30.0	c
Swatow, 20.85	70	82	SE	30.0	c
Canton, 20.85	70	82	SE	30.0	c
Hankow, 20.85	70	82	SE	30.0	c
W'atsook, 20.85	70	82	SE	30.0	c
Tokio, 20.85	70	82	SE	30.0	c
Kochi, 20.85	70	82	SE	30.0	c
Nagasaki, 20.85	70	82	SE	30.0	c
Yokohama, 20.85	70	82	SE	30.0	c
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Nagasaki, 20.85	70	82	SE	30.0	c
Yokohama, 20.85	70	82	SE	30.0	c
Shanghai, 20.85	70	82	SE	30.0	c
Amoy, 20.85	70	82	SE	30.0	c
Swatow, 20.85	70	82	SE	30.0	c

AGENTS FOR THE CHINA MAIL

LONDON:—F. A. L. 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill, GORDON & GORDON, Ludgate Circus, E.C. BATES HENDY & Co., 37, Wallbrook, E.C. SAMUEL DAWSON & Co., 159 & 164, Leadenhall Street, W. M. WILKS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.

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SINGAPORE, STRAITS, &c.:—KELLY & WAUGH, LTD., Singapore.

OLINA:—MAGDO, A. A. DA CRUZ, Amoy, N. M. & Co., Ltd., Shanghai, LAKE, CRAWFORD & Co., and KELLY & WAUGH, Yokohama, Lane, CRAWFORD & Co., and KELLY & Co.

INSURANCES.

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000. CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS EXCEED £2,000,000. TOTAL ANNUAL INCOME, £350,000.

THE Underwritten, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING & Co., Agents.

1431 NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1895, £12,433,131.

Authorized Capital, £3,000,000. Subscribed Capital, £2,500,000. Paid-up Capital, £2,000,000. Fire Funds, £2,500,000.

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co., Agents.

Hongkong, July 23, 1896. 1647

A RAMBLE THROUGH SOUTHERN FORMOSA.

By M. G. TAYLOR.

With Woodcuts.

[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life yet written.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WAUGH, Limited, Hongkong; also, Mr. N. MOULDS, Amoy.

SHARE LIST—QUOTATIONS—August 30, 1897.

Stocks.	No. of Shares.	Value.	Paid-up.	Unpaid-up.	Quotations.
Hongkong and Shanghai Bank Corp.	80,000	£23	all	168 % prem. = \$355, sellers	
Bank of China & Japan, Limited	30,000	£5	all	5 nom.	
Bank of China & Japan, Limited (preference shares)	30,000	£5	all	2.10 nom.	
" " ordinary	1,250	£1	all	1.25, buyers	
National Bank of China, Limited	20,000	£10	all	1.25, sellers	
China Insurance Co., Ltd.	10,000	£250	all	50 (\$177), sellers	
China Traders' Insurance Co., Ltd.	24,000	£33.33	all	25 (\$78), sales	
North-China Insurance Co., Ltd.	5,000	£10	all	20 (\$17), sales	
Union Insurance Co., Ltd.	20,000	£250	all	50 (\$224), sales and buyers	
Yankee Insurance Association, Ltd.	8,000	£100	all	50 (\$155), sales and buyers	
China Fire Insurance Co., Ltd.	20,000	£100	all	20 (\$105)	
Hongkong Fire Insurance Co., Ltd.	8,000	£250	all	50 (\$300), sellers	
Do. (now listed)	20,000	£10	all	21 1/2 % prem. = \$37.50, sales and sellers	
H'kong & Whampoa Dock Co., Ltd.	12,500	£5	all	50 (\$75), sales	
China and Malacca S. Co., Ltd.	5,000	£10	all	50 (\$75), sales	
Douglas Steamship Co., Ltd.	20,000	£10	all	50 (\$75), sales	
H.K. & M. Steamship Co., Ltd.	80,000	£10	all	50 (\$75), sales and sellers	
Indo-China S. N. Co., Limited	60,000	£10	all	50 (\$75), buyers	
China Mutual S. N. Co.	20,000	£10	all	50 (\$75), buyers	
Do. (now listed)	20,000	£10	all	50 (\$75), buyers	
China Sugar Company, Limited	20,000	£100	all	50 (\$138), buyers	
Laozon Sugar Company, Limited	7,000	£100	all	50 (\$44), sales and sellers	
Waiyay	20,000	£50	all	50 (\$63), sales and sellers	
H.K. & Kow. Wharf & Godown Co. Company, Limited	2,000	£100	all	37 (\$44), sales	
LAND AND BUILDING.					
Hongkong Land Investment and Agency Company, Limited	50,000	£100	all	50 (\$74), sales	
Kowloon Land and Building Company, Limited	6,000	£50	all	30 (\$19)	
Hampden's Estate and Finance Co. Ltd.	25,400	£10	all	50 (\$82), sales and sellers	
West Point Building Co., Limited	12,500	£60	all	40 (\$22), sellers	
TRAMWAYS.					
H.K. High-Level Tramways Co., Ltd.	1,250	£100	all	50 (\$112), sellers	
MINING.					
Johann Mining & Trading Co., Ltd.	40,000	£5	all	\$2.10, sales and buyers	
New Panjin Mining Co., Ltd.	50,000	£1	all	\$1.50, sales and buyers	
Preference shares	30,000	£1	all	\$1.50	
Société Française des Charbonnages du Tonkin	12,000	£500	all	\$85, sales and buyers	
New Balmoral Gold Mining Co., Ltd.	50,000	£1	all	\$1.50, sales and sellers	
" " Preference shares	70,000	£1	all	\$1.70, sales	
Ramb. Aust. Gold Mining Co., Ltd.	30,000	£1	all	\$1.13/10, buyers	
Oliver's Freehold Mining, Ltd.	30,000	£1	all	\$2 (\$24), sales and buyers	
PLANTING, ETC.					
China-Borneo Company, Ltd.	7,500	£100	all	50 (\$100)	
H. G. Brown & Co., Limited	6,000	£50	all	50 (\$100)	
HONGKONG HOTEL COMPANY, LTD.	12,000	£50	all	\$45, ex div., sales	
DISSEMINATED.					
A. S. Watson & Co., Limited	50,000	£10	all	\$12.50	
H.K. and China Gas Co., Limited	7,000	£10	all	\$11.00, buyers	
Hongkong Electric Co., Limited	30,000	£10	all	\$9.50, buyers	
BRICK AND CEMENT.					
Green Island Cement Co., Ltd.	20,000	£10	all	\$4, ex n. i., buyers	
Do. (now listed)	20,000	£10	all	\$4, ex n. i., sales	
MISCELLANEOUS.					
Bell's Abstracts Stationery Agency, Ltd.	3,000	£1	all	\$3, sellers	
Do. (now listed)	3,000	£1	all	\$3, sellers	
Campbell, Moore & Co., Limited	1,200	£10	all	\$8, sales and buyers	
Geo. Fenwick & Co., Limited	8,000	£10	all	\$8, sales and buyers	
Hongkong Bakery Company, Ltd.	600	£10	all	\$8, sales and buyers	
Hongkong Dairy Farm Co., Limited	10,000	£10	all	\$8, sales and buyers	
H'kong Rope Manufacturing Co., Ltd.	5,000	£10	all	\$17, sales	
Two Cotton Spinning and Weaving Co., Ltd.	10,000	£10	all	\$10, sales	
International Cotton Manufacturing Co., Ltd.	10,000	£10	all	\$10, sales	
Leong-King-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	£10	all	\$10, sales	
Carmichael & Co., Ltd.	3,000	£10	all	\$10, sales	
Sey-Cheong Cotton Spinning Co., Ltd.	3,000	£10	all	\$10, sales	

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE.

LIST OF EXCHANGE SUBSCRIBERS.

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Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.

RESERVE FUND, \$7,000,000.

RESERVE LIABILITIES, \$10,000,000.

PROFIT AND LOSS, \$10,000,000.

COURT OF DIRECTORS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.

RESERVE FUND, \$7,000,000.

RESERVE LIABILITIES, \$10,000,000.

PROFIT AND LOSS, \$10,000,000.

COURT OF DIRECTORS.

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